

Approved For Release 2000/04/14 : CIA-RDP71B00263R0002000300087-0

DATE

~~SECRET~~

ROUTING	
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TO :

FROM :

ACTION:

INFO :

IN 67893

25X1A6c

OSA 1-20-2

TO

INFO

CITE

25X1A6c

~~SECRET~~ 202141Z CITE [REDACTED] 0219

25X1A6c

25X1A2g

PRIORITY [REDACTED] INFO PRIORITY [REDACTED]

25X1A2g

IDEALIST LOGS [REDACTED]

25X1A6c

REF: [REDACTED] 7588

25X1A2g

1. SYSTEMS TEST MISSION FLOWN ON [REDACTED] 19 APRIL CONSIDERED MARGINALLY SUCCESSFUL DUE TO FOLLOWING IN-FLIGHT FAILURES:

A. AS DIRECTED IN REFERENCE, PILOT TURNED SYSTEM 13 TO "STANDBY" FIFTEEN MINUTES AFTER TAKE-OFF. AT TAKE-OFF PLUS 50 MINUTES PILOT SELECTED "RECEIVE" POSITION AT WHICH TIME GREEN LIGHT CAME ON, ONLY TO GO OUT IMMEDIATELY WITH SIMULTANEOUS ILLUMINATION OF "INOP" LIGHT. PILOT WAS UNABLE TO RESET. "INOP" LIGHT STAYED ON FOR REMAINDER OF MISSION. CAUSE OF MALFUNCTION WAS TRAVELING WAVE TUBE FAILURE WHICH IN TURN WAS CAUSED BY A DEFECTIVE HEATER CATHODE TERMINAL INSULATOR IN THE TWT. INSULATOR SHOWED EVIDENCE OF POWER LEAKAGE THROUGH INSULATOR.

25X1A2g

B. [REDACTED] FAILED TO RECORD DUE TO RECORDER GEAR DRIVE TRAIN MALADJUSTMENT. UNIT DELIVERED [REDACTED] THIS CONDITION.

25X1A2g

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GROUP 1
EXCLUDED FROM AUTO-
MATIC DOWNGRADING
AND DECLASSIFICATION

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IN 67893

02190

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25X1A2g

POST FLIGHT INSPECTION OF [REDACTED] REVEALED
THAT DRIVE GEARS WERE NOT MESHED, WITH SLIGHT WEAR ON GEAR TEETH
TIPS.

C. SYSTEM 6 APPARENTLY DID NOT OPERATE DUE TO LACK OF D.C.
POWER. MAINTENANCE INVESTIGATION STILL UNDERWAY TO LOCATE BREAK
IN CURCUIT, WE ARE PRESENTLY TRACING CIRUITRY.

2. DOPPLER NAV COMPUTER OPERATED AS FOLLOWS:

THE FOUTE INCLUDED THREE 090-270 DEGREE TURNS. DOPPLER SYSTEM
APPEARS WITHIN LIMITS.

3. REQUEST THAT PROCEDURAL REVISION OUTLINED IN REFERNCE
BE DELETED, ALLOWING SYSTEMS TO AGAIN BE TURNED TO "STANDBY" ON
THE GROUND. WE REALIZE THAT SYSTEM OUGHT TO WORK AS OUTLINED
IN REF - BUT WHY CHANGE PROCEDURES THAT HAVE NO RECORD OF MAKING
TROUBLE.

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